

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL GOVERNANCE TASK FORCE MEETING**

July 9, 2001
MAG Office, [Saguaro](#) Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Skip Rimsza, Phoenix, Chairman
Mayor Ron Drake, Avondale
Mayor Roy Delgado, El Mirage
Ed Beasley, Glendale
Stephen Cleveland, Goodyear
Mayor J. Woodfin Thomas, Litchfield Park

Mayor Keno Hawker, Mesa
* Tom Martinsen, Paradise Valley
Mayor Wendy Feldman-Kerr, Queen Creek
Jan Dolan, Scottsdale
* Bill Pupo, Surprise

*Not present.

1. **Call to Order**

The meeting of the Regional Governance Task Force was called to order by Chairman Skip Rimsza at 1:40 p.m.

2. **Overview of MAG Planning Responsibilities**

Mr. Bourey stated that at the July 5, 2001 Task Force meeting, staff was directed to prepare an overview of the MAG regional planning activities that discussed the programs and activities performed by MAG. He stated that a chart depicting these activities was at each place. Mr. Bourey stated that presentations would be given by the MAG Manager of each of the MAG programs.

Rita Walton gave an overview of the responsibilities of the Information Services Division. Information Services is responsible for population, housing and employment projections used for transportation and air quality modeling and for other planning purposes. The division also provides information by water service area for water resource planning. Information Services also collects and maintains regional GIS data for use by member agencies, other public and private sector groups, and the public. Associated with the GIS data are numerous inventories, including data on land use, employment and special population. Ms. Walton noted that MAG has been tracking all residential completions since 1990, which not only provides an understanding of new building in the area, but also allows MAG to maintain a street centerline file with existing addresses. She noted that Census data is also collected and analyzed and many databases are managed to support these activities. Multiple socioeconomic models are run, and incorporate a link between land use and transportation modeling. Ms. Walton also identified telecommunications support as a major function of Information Services, especially the Regional Videoconferencing System, linking all member agencies via video- and audioconferencing, Regional Connections, ensuring email and Internet connectivity for all member agencies, and a Regional Community Wide Area Network study.

Roger Herzog gave a presentation on MAG's Transportation Program, which is a multi-modal program that includes streets and freeway, transit, air travel, rail, pedestrians, traffic signals, bike and HOV. Mr. Herzog reviewed future travel forecasts. He stated that two studies important for travel forecasting are being pursued, the Travel Speed Study and the Household Travel Study. Other aspects of the Transportation Program include the five year Transportation Improvement Program (TIP), the TIP Guidance Report, the 20 year Long Range Transportation Plan, modal and area/corridor studies, the HOV Plan, and regional safety planning. Mr. Herzog displayed maps of the regional freeway plan, roads of regional significance, congestion management, and elements of the ITS system. Mr. Herzog also described MAG's role in monitoring the regional freeway program. He stated that MAG is the regional aviation planning agency. The Regional Aviation System Plan is currently being updated. Regional transit plans include the five year Short Range Transit Plan, the Long Range Transit Plan, and the Rideshare Program. Mr. Herzog showed a map of the region's park and ride, express bus and bus rapid transit locations. He reviewed the MAG Pedestrian Program and Bicycle Program. Mr. Herzog displayed maps of the Regional Off-Street System and the West Valley Recreation Corridor.

Lindy Bauer explained the Environmental Programs provided by MAG. Ms. Bauer displayed a pie chart of the 2000 CO Attainment Emissions for the 1999 Serious Area Carbon Monoxide Plan. She indicated that there have been no lapses in the last four years, resulting in cleaner air and allowing the transportation system to be built. Ms. Bauer explained that there are 77 measures for demonstrating attainment in the MAG 1999 Serious Area Particulate Plan for PM-10. Ms. Bauer noted that the Serious Area Ozone Plan has also been successful, with no violations of the 8-hour ozone standard for the last four years. She reviewed future air quality activities that include a carbon monoxide maintenance plan to 2015, an ozone maintenance plan for the one-hour standard to 2015, the ozone plan for the 8-hour standard, a conformity analysis on an annual basis, CMAQ project evaluation, a visibility modeling system, and new air quality models. Ms. Bauer provided an overview of the MAG 208 Water Quality Management Plan. Ms. Bauer reviewed the Solid Waste Information Management System and the Regional Recycling Information Exchange.

Carol Kratz provided an overview of the MAG Human Services Program that includes an annual Human Services Plan, homeless planning, domestic violence planning, elderly and persons with disabilities, youth programs. Ms. Kratz stated that MAG will host a national Elderly Mobility conference in March 2002.

Jack Tomasik provided an overview of the MAG Regional Development Program that includes the review of general plans and amendments, Best Practices Reports, Growing Smarter implementation, Environmentally Sensitive Areas Plan, the Open Space Implementation Plan. Mr. Tomasik stated that the purpose of the review of general plans and amendments is from a regional perspective. The review is mandated by Growing Smarter statutes and is based on 18 MAG adopted policies. Mr. Tomasik explained that the Best Practices Reports identifies best planning practices in the metropolitan area that are best done from a central source and examines model ordinances for local adoption. Mr. Tomasik stated that Growing Smarter Implementation is a federally funded project for regional Growing Smarter that will coordinate with the Regional Transportation Plan and Growing Smarter general plan updates. He noted that completion of the project will result in new databases, models, analyses and studies. He noted that the purpose of the Open Spaces Implementation, to be initiated this coming fiscal year, is preservation of conservation areas in the Desert Spaces Plan.

Kelly Taft provided an overview of the MAG Communications Program, including public participation, Title VI and Environmental Justice, external communications, and the MAG Web site.

She noted that MAG encourages public participation and provides information about MAG with “MAG at the Mall” events, freeway openings, Sunday on Central, the State Fair, transportation fairs, open houses and small group presentations. Ms. Taft stated that MAG has hired an African-American Associate, a Native American Associate, and an Hispanic Associate to assist in outreach to underserved communities. She noted that it is anticipated that a Persons with Disabilities Associate will be hired. Ms. Taft stated that the Communications staff handles all media and citizen calls. She noted that they are working with a production company to produce a video on MAG. Ms. Taft stated that a consultant was recently hired to enhance the MAG website.

Mr. Smith stated that MAG in 1966, local elected officials decided that uniform appearance was needed, so the MAG Specifications and Details were drafted. He noted that the Specifications and Details are used throughout the State and even outside of the State. Mr. Smith stated that the MAG Building Codes Program promotes uniformity in building codes throughout the region. He noted that member agency city engineers meet monthly. Mr. Smith stated that the regional 9-1-1 system is coordinated through MAG with administration through the City of Phoenix as the contract agent. He noted that each member agency retains local control because they have their own Public Safety Answering Point.

Chairman Rimsza thanked MAG staff for their presentations. Mr. Bourey stated that copies of the presentations were available.

3. Comparative Analysis of Governance Structures in Other Regions

Mr. Bourey handed out copies of a comparative analysis survey of other councils of government prepared by MAG staff. He explained that the survey asked organizations from 16 similar regions six questions: 1) What is the composition of your membership and governing board? 2) How does your organization capture private and other public sector input? 3) Are you a Metropolitan Planning Organization? 4) Do you have other forms of membership (affiliate or associate)? 5) What is your organization’s legal standing? 6) Is your organization currently examining its membership? Mr. Bourey reviewed the findings of the survey responses.

Ms. Dolan stated that there is a drive to address transportation issues, but what about other issues? She brought up some variations, such as in the ABAG region, there is a separate metro transportation organization as the MPO. She mentioned that some counties have their own transportation tax. Mr. Bourey explained the advantages of having the air quality and transportation functions performed within the same organization. Chairman Rimsza stated that many businesses are leaving California because there are so many governing authorities. He related that a business owner had told him establishing a business here in under a year would take two years in his home state because of the different agencies that must be dealt with. Chairman Rimsza commented that having one agency allows work to get done. Ms. Dolan stated that the issue is how to address transportation in addition to other programs. She commented that the structure of MAG could differ if transportation was the only function. Ms. Dolan expressed the importance of moving all programs forward so they continue to grow and MAG does not get split.

Chairman Rimsza stated that a big value of MAG is the capability of all to use their wisdom and the process in place to bring issues to the table and resolve them across the region. He commented that MAG has done a good job of getting things done. He noted that by evolving and showing the MAG story puts MAG in a good position, to minimize opposition, respond to criticism before the election.

He indicated that the tax election may need to be pursued under another Governor. Mayor Thomas pointed out on page three the three MPOs with private sector participation.

Mr. Beasley commented on balancing the programs shown on the program chart. He commented that the most attention is given to transportation, while there are many other activities in the MAG program. Mr. Beasley stated that could raise questions. He indicated that his preference would be to focus on transportation, but the focus needs to be determined. Chairman Rimsza stated that focusing on transportation allows MAG to evolve. Mr. Bourey stated that the non-attainment boundary includes areas outside Maricopa County. The new 8-hour ozone area includes all of Pinal County, in addition to all of Maricopa County. Mr. Bourey noted that CAAG has an active human services program. Dennis Smith commented that 90 percent of the funding received by MAG is for transportation. No funding is received from the EPA. Mr. Beasley noted that because the chart does not show the dollars that MAG receives for each program, others would not realize the amount of money received for transportation, they would just see the number of boxes on the chart. He indicated that the most worthy functions do not receive the most money.

Mayor Feldman-Kerr commented that the Advisory Committee needs a presentation with a focus on transportation, but also shows work on all programs. Upon request from Chairman Rimsza, Mr. Bourey reviewed the purpose of the Advisory Committee, which is to advise the Task Force on their recommendations on membership, scope, and roles and responsibilities. Mayor Feldman-Kerr stated that direction needs to be given to the Advisory Committee on the questions MAG wants answers to and what MAG might be missing in their considerations. Chairman Rimsza directed that staff draft direction requests for the Advisory Committee that the Task Force could consider at their July 26 meeting.

Mr. Beasley questioned the composition of the Advisory Committee. He noted that three are from Pinal County and three are voting members of MAG from the West Valley. Chairman Rimsza clarified that the Advisory Committee would not be voting, only providing input. He noted that individual input from each Committee member is wanted, not a consensus as a group. Mayor Hawker brought up focusing on the Regional Council action that established the Task Force. Chairman Rimsza replied that a report is due 60 days from formation of the Task Force. He indicated that an extension may be needed to continue their charge. John Parr indicated that the Advisory Committee would work on their individual perspectives and not their geographic locations.

4. Overview of Governance Discussions in Other Regions

Mr. Parr handed out copies of a document on governance structures in other regions that could be applicable to the MAG region. Mr. Parr stated that in drafting the document, he tried to answer four questions: 1) What was the catalyst for change? 2) What is your public-private collaboration? 3) What is your role in multi-modal transportation? 4) What are the area's unique characteristics? Mr. Parr's report included research on regional governance in Atlanta, Chicago, Denver, Minneapolis/St. Paul, Portland, San Diego, and Seattle.

Mr. Parr stated that because of the air quality problems in Atlanta, road projects ceased. He stated that the business community went to the Governor, and the Georgia Regional Transportation Authority (GRTA) was formed. The MPO in Atlanta, the Atlanta Regional Commission (ARC), now has to have its land use plans and transportation decisions approved by GRTA. Mr. Parr stated that ARC has had private sector members on its board and ARC members serve on private sector organizations. He

stated that transit is provided in the ARC region by other regional public agencies. Mr. Parr noted that race and class play a large role in regional decisions in Atlanta.

Mr. Parr reviewed his findings for Chicago's Northeastern Illinois Planning Commission (NIPC). He stated that the private sector was frustrated with the lack of effective regional planning and created its own regional organization and its own plan, *Metropolis 2020*. They are currently trying to get the government to approve the plan. Mr. Parr stated that the NIPC is trying to rebuild their leadership and hope to engage a connection with the private sector once a reconnection with the public is made. Mr. Parr noted that NIPC is not the MPO. Transit service is provided by other regional transportation entities.

Mr. Parr stated that the Denver Regional Council of Governments (DRCOG) drafted the *Metro Vision 2020* in response to growth concerns. Mr. Parr stated that non-local government officials serve on policy boards that make recommendations to the full board of local officials. He noted that DRCOG is the MPO. Bus and light rail service are provided by a separate regional agency. Mr. Parr stated that the Mile High Compact is the first regional intergovernmental agreement to implement a growth management strategy.

Mr. Parr stated that the Metropolitan Council in Minneapolis/St. Paul was created by the Legislature in 1967 to handle wastewater discharge into the Mississippi River. The Legislature has since added regional land use planning, affordable housing, regional development authority, and parks and trails planning and funding to their responsibilities. Mr. Parr stated that the Governor appoints members to the Council and has drawn heavily from the private sector. He noted that the Metropolitan Council is the MPO and operates the bus system. Mr. Parr stated that the Metropolitan Council is unique in that it is the only regional agency with property tax revenue sharing.

Mr. Parr reviewed the findings for Metro in Portland. He stated that the loss of agricultural land in the 1970s led the governor to set up state government driven land use planning that created regional authorities. Mr. Parr noted that Oregon legislation requires a high degree of citizen participation. He stated that no private sector members serve on Metro, they are all directly elected. Mr. Parr stated that in addition to being the only directly elected regional government in the country, Metro has the statutory authority to dictate land use, provide affordable housing numbers, provide stream protection, and open space. Mr. Parr stated that Metro operates solid waste, the zoo, the convention center, the coliseum and the arts center.

Mr. Parr reviewed his findings on the San Diego Association of Governments (SANDAG). He explained that legislation passed in the State of California that created a regional Government Efficiency Commission that has to make recommendations on the consolidation of regional agencies to the legislature at their 2001 session. If passed by the legislature, the voters will vote in November 2001. Mr. Parr stated that SANDAG is the MPO. Four different agencies in San Diego County manage and operate transit, airports, and intermodal terminals. Mr. Parr stated that SANDAG is very focused on connections with Mexico, including a new airport and the work force.

Mr. Parr stated that the Puget Sound Regional Council (PSRC) was formed after the State of Washington passed a growth management law that required regional plans. Mr. Parr stated that PSRC includes private and community members on its policy, transportation, and growth management boards, but not on their regional council.

Mayor Hawker asked which needs to be drafted first: land use plans or transportation plans? Mr. Parr replied that it is impossible to do land use without transportation. He commented on that one consideration is to make development occur along a transit facility, which makes less dependency on the single occupant vehicle. Mayor Thomas commented that development will follow the transportation route. Mr. Bourey commented on the discussion by the Management Committee on the review of local plans. Mayor Hawker commented on the Governor's plan to establish a transportation planning authority or the County taking over transportation planning. He stated that the whoever gets three votes will win. Ms. Dolan stated that the development community will follow infrastructure investments. Mayor Hawker stated that zoning control is needed and the only group that does this is the local elected officials. Mr. Bourey stated that regional transportation infrastructure is a major issue. There may be mechanisms to see they are in place, but it is still up to individual cities in their decision making process.

Mr. Bourey reviewed possible items for the next agenda, which included direction for the Regional Governance Advisory Committee, review of possible TEA-21 related enhancements to the MAG structure, and review of governance organizational approaches. Mayor Feldman-Kerr commented on establishing priorities and see how they affect MAG.

There being no further business, the meeting adjourned at 3:15 p.m.

Chairman

Secretary